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3.4 CARRIER FUNCTIONS

A "carrier" is a conveyance or a means of transport. S&M is designed to provide information about any movement in support of an operation plan and may eventually include certain peacetime DOD movements as well.

This system can be used to support and report the movement both of carriers designated to transport people and cargo and of carriers that are considered unit (or organic) equipment. As a rule, a carrier is a single conveyance, (e.g. a truck, ship, C141, etc.) However, especially in the case of unit equipment, a single "carrier" in S&M may actually represent the movement of several vehicles or pieces of equipment such as a convoy or a flight of fighter aircraft. Each carrier in S&M (and in JOPES) is identified by a Carrier ID: a unique alphanumeric identifier assigned by the organization owning or providing the carrier. The S&M system prevents the duplication of carrier identifications in the database.

Carriers are classified in two categories:

- Cargo or passenger carrying capability: Cargo/Pax Capable or Non-Cargo/Non-Pax Capable.
- Mode: Air, Land, or Sea.

Carriers may be entered into S&M from external systems such as the Global Transportation Network (GTN) or may be entered manually by users direct into the system. Regardless of how the information is entered, each carrier identification must remain unique.

Users can use S&M to do the following:

- Add new carriers and itineraries to the database
- Review or Modify existing carriers
- Add or Review the list of supported OPLANs for an individual carrier
- Copy an existing carrier's information to a new carrier identification
- Delete carriers from the database.

3.4.1 Add a New Carrier and Itinerary

Use the ADD NEW CARRIER AND ITINERARY function to enter new carriers directly into the database. Subsequent changes to carrier characteristics or itinerary are accomplished using the Review/Modify Carriers functions. In adding a carrier and an associated itinerary to S&M, you may create either cargo/passenger capable carriers or noncargo/nonpassenger capable carriers. Within these categories, you then work by the mode of the carrier: air, land, or sea. You access each category and mode through a separate menu selection.

NOTE: The noncargo/nonpassenger capable carrier function enables users to enter schedules or report movement for aircraft or ships that carry personnel or cargo that is considered part of their crew component (e.g., fighter aircraft or combat vessels that are part of an operation plan TPFDD.) Adding a "carrier" using this category allows you to quickly enter basic information and to tie the carrier to a specific TPFDD ULN. This will provide visibility over these movement or deployments through S&M reports or displays. S&M/CS does not provide for a land noncargo/nonpassenger carrier. Therefore, all land carriers must be entered as cargo or passenger capable.

TO SELECT THIS FUNCTION:

USING THE MENU: From the basic menu, select ADD NEW CARRIER AND ITINERARY with either your mouse or keyboard. You will then be presented this secondary cascaded menu. Select your mode/category of carrier that you want to add to the system:

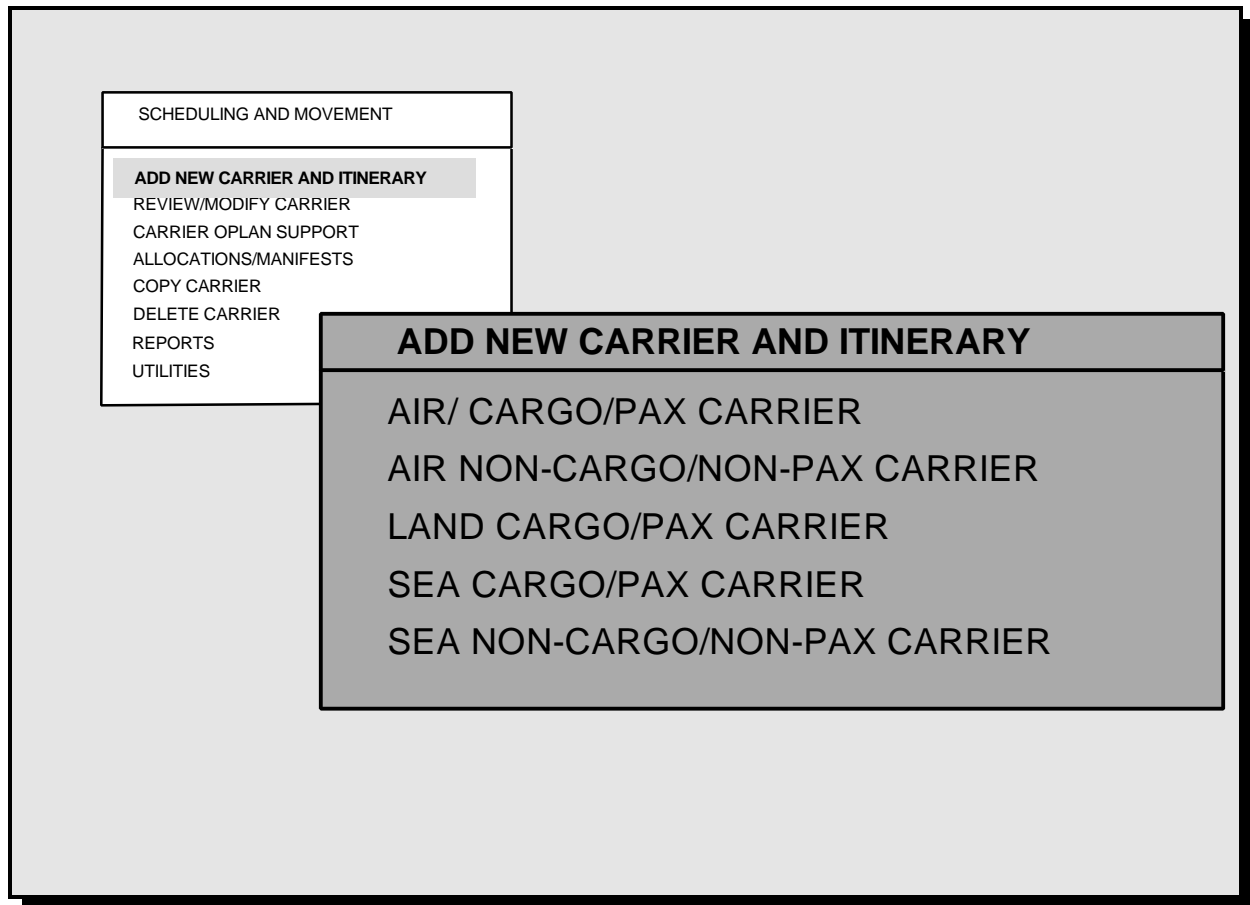


Figure 3-14. Add New Carrier and Itinerary Menu

Air Cargo/PAX Carrier	See Para 3.4.1.1
Air Non-Cargo/Non-PAX Carrier	See para 3.4.1.2
Land Cargo/PAX Carrier	See Para 3.4.1.1
Sea Cargo/PAX Carrier	See Para 3.4.1.1
Sea Non-Cargo/Non-PAX Carrier	See para 3.4.1.2

USING RAPID NAVIGATION: Type the four digit RN code on the Command Line to proceed directly to the Add Carrier function you specify:

AACC	Add Air Cargo/Passenger Capable
AANC	Add Air Non-Cargo/Non-Passenger Capable
ALCC	Add Land Cargo/Passenger Capable
ASCC	Add Sea Cargo/Passenger Capable
ASNC	Add Sea Non-Cargo/Non-Passenger Capable

? HINT: Unlike the JOPES Subsystem E, the distinction of Transportation Component Commands (TCC) or "Organic" carriers is not used in S&M/CS as a category of carrier in the menu structure. Therefore, a user from a USTRANSCOM component command (TCC) or from another non-USTRANSCOM organization could add carriers as either cargo capable/passenger capable carrier or noncargo/nonpassenger capable depending on its intended role in moving passengers or cargo.

3.4.1.1 Add Cargo/Pax Carrier

The Add Cargo/PAX Carrier screens provide the capability for a user to add to S&M an air, land, or sea cargo or passenger capable carrier and itinerary. All three Add Cargo/PAX Carrier screens are structured similarly. The upper half of the screen is used to enter basic carrier information. The screens differ in this area by mode of carrier because the information for each mode has some differences. The lower half of the screen is where the itinerary information is entered. This section of the screen is identical across all three modes.

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Figure 3-15. Add Air Cargo/PAX Carrier.

From the menu selection or the RN entry, S&M will present you the appropriate screen for the mode of carrier that you identified. The following screens are used to add anew cargo/passenger capable mission and itinerary.

SM-A01-A	Figure 3-15
SM-A01-L	Figure 3-16
SM-A01-S	Figure 3-17

ENTERING CARRIER INFORMATION: Enter the following basic carrier information.

Note: that some of the fields, as indicated, only apply to one specific mode.

CARRIER

This is the unique identifier for this carrier in the database. You must enter a unique carrier identification. This may be upto a 15 character alphanumeric entry. The carrier naming convention you use should be in accordance with the naming conventions used by your organization. For example, for an AMC carrier, this will normally be a 12-character mission number; for MSC ships, it may be a seven-character voyage number.

! CAUTION: S&M only checks to ensure that there is not another carrier using the same identification. Be sure to follow the naming convention appropriate for your organization.

CONFIGURATION (Air Carrier only). If the carrier mode is air, you must identify how the aircraft is configured for its load. This is a free form entry, and you may use codes appropriate for the type mission.

SHIP NAME (Sea Carrier Only). For a sea carrier, you must enter the ship or vessel's name. This is a free form entry, and you may enter the name in a format appropriate for the type ship.

! CAUTION: Since the system does not edit the ship name, you may enter it using any convention or truncating in a manner that is understandable to you. However, if you alter the name, for example by an abbreviation, the display of the name in later functions may not be recognizable by other users.

IRCS (Sea Carrier Only). This is the ship's International Radio Call Sign. You must enter the IRCS for all sea carriers. S&M does not edit this field.

CARRIER TYPE. You must enter the type of carrier. For air carriers, this will usually be the type of aircraft (e.g., C5, C141). For land carriers, this may be a generic type (e.g., "truck") or more specific (e.g., "lowboy"). For sea carriers, this may be the generic type, such as RORO or the more specific, such as the class of vessel.

? HINT: You should attempt to be consistent in the format of how you enter Carrier Type. The system does not edit this field and recognizes any legitimate character, including spaces, as part of the type. Therefore, for example, C141, C-141, and C 141, are treated as different types in the database. If you want to retrieve carriers for display by Carrier Type C141, the system will only find those carriers with that exact string of characters.

SOURCE

The source will either be one of the USTRANSCOM's component commands (AMC, MTMC, or MSC) or Organic. If the source is identified as organic, the system will require you to further identify the carrier's providing organization code and service code.

You must specify the source by selecting the toggle adjacent to the source shown on the screen. The system will only allow you to identify one source. As you activate one source toggle, the system automatically turns off any previously selected source.

Only those sources valid for the mode of the carrier being added are displayed on each screen. Valid sources by carrier mode are:

- AIR, AMC, MTMC or Organic
- LAND, MTMC, or Organic
- SEA, MTMC, MSC or Organic.

If you select the "Organic" source, the system activates the two fields in the next row to allow you to provide that information: "Prov Org", for providing organization; and "Service."

? HINT: The "Prov Org" and "Service" are not active fields unless the source is "Organic". When these are inactive, you can not access these fields, even in using your TAB key.

ORGANIC: PROVORG and SERVICE. When Organic is selected as the carrier's source, you must provide both the PROVORG code and service code. Use valid providing organization and service codes contained in the *JOPES Users Guide* or *JOPES Data Element Dictionary*.

? HINT: Use field level help that lists all appropriate codes with a select feature.

COMMENT The comment field is an optional free form field in which you may enter general purpose information about the carrier. This comment field is routinely displayed whenever this carrier is displayed and can be used to provide additional carrier information of interest to all users.

SUPPORTED OPLAN. Every carrier must be identified as supporting at least one OPLAN. When you first add a carrier, you must specify a valid OPLAN that is in the JOPES database. If you do not know what OPLANs are available, use field help on this field to access the OPLAN search and list help feature.

NOTE: The importance of the supported OPLAN comes into play when allocating or manifesting requirements to a carrier. In order to create an allocation or a manifest for a carrier, that carrier must be identified as supporting the OPLAN whose requirements are being allocated or manifested.

MISSION ACL/CAPACITY. STONS, PAX, MTONS, SQFT, MBBLS. This is the load capacity of the carrier in terms of maximum number of passengers or amount of cargo. The capacity for air is identified as Allowable Cabin Load (ACL). Carrier cargo capacities vary by carrier mode. Both air and land carriers use only short tons for cargo. Sea carriers may have up to three different cargo capacities: measurement tons (MTONS), square feet (SQFT), and/or barrels (expressed in 1000-barrel quantities, (MBBLS). You must enter an amount in at least one ACL/Capacity field. The system edits to ensure that you have entered at least one capacity and that it is greater than zero.

NOTE: A ship's capacity can be shown in up to three different cargo types. These should be considered to each represent a discrete capacity for that ship. Therefore, if a ship has both an MTON capacity (usually for breakbulk cargo) and a SQFT capacity (usually for rolling stock), the two capacities, in aggregate, represent the total capacity of the ship. If you do not identify a type of capacity or enter zero, you will not be able to enter an allocation or manifest for requirements against that carrier in that type of cargo.

ENTERING ITINERARY INFORMATION. Once you have identified all basic carrier information, you must then construct an itinerary in the itinerary scroll region at the bottom of the screen. When working in the scroll region, only eight lines are displayed at a time. You can "scroll" up or down the region by using ARROW keys or the FUNCTION keys listed at the bottom of the screen.

At least two lines of itinerary information (one departure and one arrival) must be entered in order to add a carrier to the data base. However, you may enter up to as many as 28 itinerary lines. To enter itinerary information, all fields are initially active. Therefore, you can place your cursor (via mouse or keyboard) on any field and enter data. However, the "Act" block at the start of each itinerary line provides editing actions that can help you after you have typed in information but not yet transmitted the information to the database.

ACTION CODE. Type in an action code and TAB from the field to initiate the specific action. This field has a field help that lists all valid codes and provides a select option. The valid codes and their use are as follows:

- I=Insert – used to insert a line of data at that point in the itinerary. When you press TAB, the itinerary on the screen separates at that position of the scroll region to allow you to enter a new itinerary line.
- D=Delete – deletes that entire line of itinerary data.

- T=Calendar Calculate – indicates the points in the itinerary where the calendar calculator function should be invoked (see below).
- U=Undelete – undeletes the last itinerary line that had been deleted.

? HINT: The delete and undelete actions can be used as a cut and paste feature for the itinerary. The delete action deletes or "cuts" that specific itinerary line out and the undelete then "pastes" that same itinerary line back at whatever itinerary position the U action code was entered.

LOCATION

The location (Loc) field is the geographic code of a planned stopping point in the carrier's itinerary. The location codes can be entered in one of three formats: GEOLOC, ICAO, or MILSTAMP. GEOLOC is the system default and is the one that must be used unless you have specified a different location code format in your user session defaults. If you have identified either ICAO or MILSTAMP as your default format, then you must work in that code. The current location format is displayed at the bottom of the scroll region. This field has a field help that allows you to search the GEOLOC database and also provides a select capability.

STOP CODE

The stop code (Stp) identifies the purpose of this itinerary stop. You must enter one of the valid Stp codes below. The field help on this field lists all codes with a select capability.

- A=Airdrop
- B=Both
- E=Enroute
- O=Onload
- P=Position
- R=Air Refuel
- T=Terminate
- U=Offload (Unload).

ARRIVE/DEPART. Each location in the itinerary must have either or both the planned arrival and departure times. The first location in an itinerary requires a departure time, but the arrival time is optional. The last itinerary location must have an arrival time, but the departure time is optional. All other itinerary locations must have both an arrival and a departure time.

S&M allows you to work in one of four time formats: zulu, relative, or either of two different Julian formats. The system default is the zulu date-time group format (i.e., DDHHMMZMONYY). However, if you have specified a different time format in your user session defaults, then you must enter times using the default format chosen. The current date/time format is indicated at the bottom of the scroll region.

The system edits the itinerary for a chronologically correct sequence of times when you transmit the screen.

Once you have completed entering all information about the carrier and the itinerary, transmit the screen by clicking on the Transmit button with your mouse or press the ENTER key on your keyboard. The system then does an edit check to ensure that all mandatory fields have been entered, that the data is valid for those fields that have logical values, and that the itinerary is properly sequenced. If the system detects an error, the field in error is highlighted in yellow (or reverse highlighted), and an error message is displayed at the bottom of the screen. You must correct errors before the system will allow you to proceed. If there is more than one error, the system will proceed to each error in turn as you make your corrections. Once all edit checks have been passed, the database is updated and the appropriate transactions are generated.

NOTE: After you transmit, the screen will refresh itself with blank fields so that you can continue entering new carriers. Once you transmit, you will need to use the REVIEW/MODIFY CARRIER functions to make any changes to that carrier's information or itinerary.

SYSTEM INFO: When you add a carrier, the system generates two additional fields of data not contained on the add carrier screens: Create Date and Carrier Mode. Create Date is based on the time of screen transmission and is maintained in the database for display and use as information only. Carrier Mode is derived from the specific screen used to create the carrier and is maintained in the database for use by the application only. Neither of the pieces of data are modifiable by the user.

BUSINESS RULES:

1. The Carrier ID must be absolutely unique and may not already exist in S&M.
2. The user must have permissions to the OPLAN entered in the Supported OPLAN field.
3. Regardless of format entered (GEO, ICAO, MILSTAMP), a valid GEO code must exist in the reference file.
4. For itinerary stop codes, any O (Onload) or B (Both onload and offload) must be followed by at least one U (Unload/Offload) stop; any U (Unload/Offload) or B (Both onload and offload) must be preceded by at least one O (Onload) stop.
5. An arrival time is not required for the first line of the itinerary; departure time is not required for the last line of the itinerary. All times must be in chronological order.

6. All cargo/passenger capable carriers must have an ACL/capacity for at least one of the capacity types.
7. No itinerary legs may follow a leg containing a "T" terminate stop code.
8. No itinerary may have more than 28 legs.

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Figure 3-16. Add Land Cargo/PAX Carrier

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Figure 3-17. Add Sea Cargo/PAX Carrier

3.4.1.2 Add Non-Cargo/Non-PAX Carrier The Add Non-Cargo/Non-PAX Carrier screens provide the capability for a user to add an air or sea noncargo/nonpassenger carrier and itinerary. Noncargo/nonpassenger carriers differ from cargo/passenger capable carriers in the following areas:

- Mission ACL/carrier capacities are not used.
- When the carrier is being added, the user may elect to assign a requirement number to the carrier. Doing so will cause the creation of an allocation record using the full requirement as the allocated values.



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Figure 3-18. Add Air Non-Cargo/Non-PAX Carrier

From the menu selection or an RN entry, S&M will present you the appropriate screen for the mode of carrier you identified. The following screens are used to add a new cargo/passenger capable mission and itinerary.

SM-A02-A Figure 3-18
SM-A02-S Figure 3-19

ENTERING CARRIER INFORMATION. Enter the following basic carrier information.

NOTE: Some of the fields only apply to one specific mode.

CARRIER (Air Carrier only). This is the unique identifier for this carrier in the database. For an air carrier, you must enter a unique carrier identification. This may be up to a 15 character alphanumeric entry. The carrier naming convention you use should be in accordance with the naming conventions used by your organization. For example, an AMC carrier will normally be a 12-character mission number.

! CAUTION: S&M only checks to ensure that there is not another carrier using the same identification. Be sure to follow the naming convention appropriate for your organization.

CONFIGURATION (Air Carrier only). For an air carrier, you must identify how the aircraft is configured for its load. This is a free form entry and you may use codes appropriate for your type mission.

SHIP NAME (Sea Carrier Only). For a noncargo/nonpassenger sea carrier, you must enter the ship or vessel's name which is the carrier identification in the database. This is a free form entry and you may enter the name in a format appropriate for the type ship.

! CAUTION: Since a ship can be listed in the database more than one time for different trips or activities, for the noncargo/nonpassenger ship you may need to enter the ship's name with an additional identifier in order to create a unique identification for the carrier in the database. If you do not, the system will prevent your reusing a ship's name if it currently exists in the database as a Carrier ID.

IRCS (Sea Carrier Only). Each ship has a unique IRCS. You must enter the IRCS for all sea carriers. S&M does not edit this field.

CARRIER TYPE. You must enter the type of carrier. For air carriers, this will usually be the type of aircraft (e.g., C5, C141). For sea carriers, this may be the generic type such as RORO or more specific the class of vessel.

? HINT: You should attempt to be consistent in the format of how you enter carrier type. The system does not edit this field and recognizes any legitimate character, including spaces, as part of the type. Therefore, for example, C141, C-141, and C 141, are treated as different types in the database. If you want to retrieve carriers for display by Carrier Type C141, the system will only find those carriers with that exact string of characters.

SOURCE

The source will either be one of USTRANSCOM's TCC, (AMC, MTMC, or MSC) or Organic. If the source is identified as organic, the system will require you to further identify the carrier's PROVORG code and service code.

You must specify the source by selecting the toggle adjacent to the source shown on the screen. The system will only allow you to identify one source. As you activate one source toggle, the system automatically turns off any previously selected source.

Only those sources valid for the mode of the carrier being added are displayed on each screen. Valid sources by carrier mode are:

- AIR – AMC, MTMC, or organic
- SEA – MTMC, MSC, or organic.

If you select the Organic source, the system activates the two fields in the next row to allow you to provide that information: "Prov Org", for providing organization and "Service."

? HINT: The "Prov Org" and "Service" are not active fields unless the source is "Organic". When these are inactive, you can not access these fields, even by using your TAB key.

ORGANIC: PROVORG and SERVICE. When Organic is selected as the carrier's source, you must provide both the PROVORG code and service code. Valid PROVORG and service codes are contained in the *JOPES Users Guide* or *JOPES Data Element Dictionary*.

? HINT: Use the field level help that lists all appropriate codes.

COMMENT

The comment field is an optional free form field in which you may enter a general purpose information about the carrier. This comment field is routinely displayed whenever this carrier is displayed and can be used to provide additional carrier information of interest to all users.

SUPPORTED OPLAN. Every carrier must be identified as supporting at least one OPLAN. When you first add a carrier, you must specify a valid OPLAN in the JOPE database. If you do not know which OPLANs are available, use the field help on the supported OPLAN field to access the OPLAN search and list help feature.

REQUIREMENT. If this carrier also represents a specific TPFDD ULN in the OPLAN you identified, you may enter the ULN here as you add the carrier to the system.

? HINT: When you connect this carrier to a TPFDD requirement number, the system automatically creates an allocation for that ULN and updates status flags in the requirements record. The allocated amount is zero when the carrier is created. If you want to change the allocated quantity, you will need to use the REVIEW/MODIFY CARRIER function to add capacities to the carrier (i.e., essentially making it a cargo/passenger capable carrier) and use the ADD/REVIEW, MODIFY ALLOCATION function to change the allocated amount.

ENTERING ITINERARY INFORMATION. Once you have identified all basic carrier information, you then construct an itinerary in the itinerary scroll region at the bottom of the screen. The scroll region only displays eight lines at a time. You can scroll up or down the region by using ARROW keys or the FUNCTION keys listed at the bottom of the screen.

At least two lines of itinerary information (one departure and one arrival) must be entered in order to add a carrier to the database. However, you may enter up to as many as 28 itinerary lines.

To enter itinerary information, all fields are initially active. Therefore, you can place your cursor (via mouse or keyboard) on any field and enter data. However, the Act block at the start of each itinerary line provides editing actions that can help you after you have typed in information but not yet transmitted the information to the database.

ACTION CODE Type in an action code and TAB from the field to initiate the specific action. This field has a field help that lists all valid codes and provides a select option. The valid codes and their use are as follows:

- I=Insert – used to insert a line of data at that point in the itinerary. When you press tab, the itinerary on the screen separates at that position of the scroll region to allow you to enter a new itinerary line.
- D=Delete – deletes that entire line of itinerary data.
- T=Calendar Calculate – indicates the points in the itinerary where the Calendar Calculator function should be invoked (see below).
- U=Undelete – undeletes the last itinerary line that had been deleted.

? HINT: The delete and undelete actions can be used as a cut and paste feature for the itinerary. The delete action deletes or "cuts" that specific itinerary line out, and the undelete then "pastes" that same itinerary line back at whatever itinerary position the U action code was entered.

LOCATION The location (Loc) field is the geographic code of a planned stopping point in the carrier's itinerary. The location codes can be entered in one of three formats: GEOLOC, ICAO, or MILSTAMP. GEOLOC is the system default and is the one that must be used unless you have specified a different location code format in your user session defaults. If you have identified either ICAO or MILSTAMP as your default format, then you must work in that code. The current location format is displayed at the bottom of the scroll region. This field has a field help that allows you to search the GEOLOC database and provides a select capability.

STOP CODE The stop code (Stp) identifies the purpose of this itinerary stop. You must enter one of the valid Stp codes below. The field help on this field lists all codes with a select capability.

- A=Airdrop
- B=Both
- E=Enroute
- O=Onload
- P=Position
- R=Air Refuel
- T=Terminate
- U=Offload (Unload).

ARRIVE/DEPART. Each location in the itinerary must have either or both the planned arrival and departure times. The first location in an itinerary requires a departure time, but the arrival time is optional. The last itinerary location must have an arrival time, but the departure time is optional. All other itinerary locations must have both an arrival and a departure time.

S&M allows you to work in one of four time formats: zulu, relative, or two different Julian formats. The system default is the zulu date-time group format (i.e., DDHHMMZMONYY). However, if you have specified a different time format in your user session defaults, then you must enter times using that format. The current date/time format is indicated at the bottom of the scroll region.

The system edits the itinerary for a chronologically correct sequence of times when you transmit the screen.

Once you have completed entering all the information about the carrier and the itinerary transmit the screen by clicking on the transmit button with your mouse or pressing the ENTER key on your keyboard. The system then does an edit check to ensure that all mandatory fields have been entered, that the data is valid for those fields that have logical values, and that the itinerary timing is properly sequenced. If the system detects an error, the field in error is highlighted in yellow (or reverse highlighted), and an error message is displayed at the bottom of the screen. You must correct errors before the system will allow you to proceed. If there is more than one error, the system will proceed to each error in turn as you make your corrections. Once all edit checks have been passed, the database is updated and the appropriate transactions are generated.

NOTE: After you transmit, the screen will refresh itself with blank fields so that you can continue entering new carriers. Once you transmit, you will need to use the REVIEW/MODIFY CARRIER functions to make any changes to that carrier's information or itinerary.

SYSTEM INFO: When you add a carrier, the system generates two additional fields of data not contained on the add carrier screens: Create Date and Carrier Mode. Create Date is based on the time of screen transmission and is maintained in the database for display and use as information only. Carrier Mode is derived from the specific screen used to create the carrier and is maintained in the database for use by the application only. Neither of the pieces of data are modifiable by the user.

BUSINESS RULES:

1. The Carrier ID must be absolutely unique; the carrier name may not already exist in the database.
2. The user must have permissions to the OPLAN entered in the Supported OPLAN field.
3. When a requirement number is entered, the requirement must exist for the OPLAN entered in the Supported OPLAN field.
4. Regardless of format entered (GEO, ICAO, MILSTAMP), a valid GEO code must exist in the reference file.
5. For itinerary stop codes, any O (Onload) or B (Both onload and offload) must be followed by at least one U (Unload/Offload) stop; any U (Unload/Offload) or B (Both onload and offload) must be preceded by at least one O (Onload) stop.
6. An Arrival time is not required for the first line of the itinerary; departure time is not required for the last line of the itinerary. All times must be in chronological order.

7. When creating a sea carrier, the value entered for Ship Name must be unique; the ship name may not exist in the database.
8. No itinerary legs may follow a leg containing a T, terminate, stop code.
9. No itinerary may exceed 28 legs.



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Figure 3-19. Add Sea Non-Cargo/Non-PAX Carrier

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3.4.2 Review or Modify Carrier

Use the Review/Modify Carrier to retrieve information on existing carriers for display and review, and, if you have permissions, to change carrier information. Use function to enter the actual movement times for a carrier.

NOTE: You cannot add a new carrier in this function. In the Review/Modify Carrier function, you work only against Carrier IDs or names, (i.e., there is no distinction in cargo/pax capability or not.) The system presents information on screens that are mode-specific because of some differences in the information by mode of carrier.

This function provides you a range of options:

- You may retrieve a single carrier or identify a set of parameters to have the system present you a qualified list of carriers from which to select.
- You may view one or more sets of information about a carrier or about the carriers you select from the list:
 - Carrier and Itinerary Information
 - Allocation Information
 - Manifest Information
 - Carrier Remarks.

? HINT: The capability to retrieve a list of carriers using your qualifying parameters provides an easy method to quickly pull up a display of carriers tailored to your particular needs or interests. This retrieval is used in several S&M functional activities and is also a stand-alone selection from the S&M menu called GROUP CARRIER REVIEW.

TO SELECT THIS FUNCTION.

USING THE MENU: From the basic menu, select REVIEW/MODIFY CARRIER with either your mouse or keyboard.

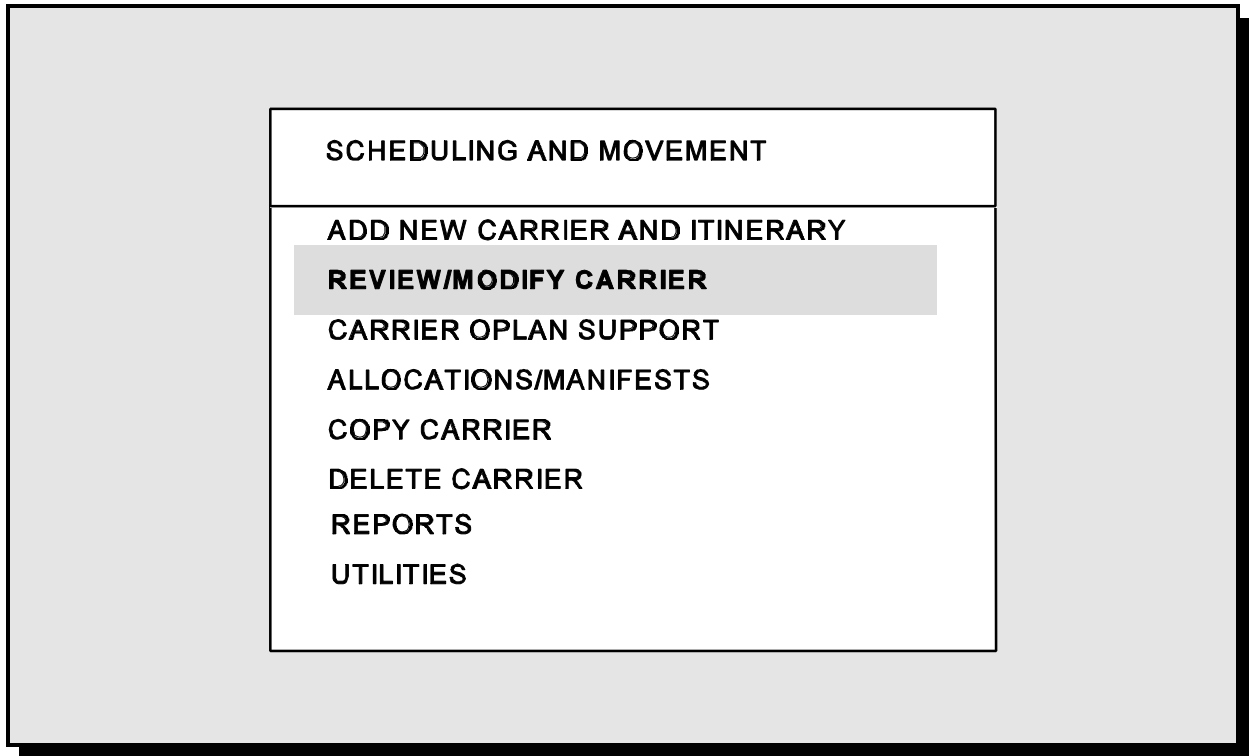


Figure 3-11. Review/Modify Carrier and Itinerary Menu

USING RAPID NAVIGATION: Type in the four character RN code on the Command Line to proceed directly to the REVIEW/MODIFY CARRIER: RMCR.

The first screen you see will be a qualification screen (SM-R00-1) on which you identify the one carrier or select the qualifying parameters to display a group of carriers. If you enter a single Carrier ID on this screen and transmit, the system will present you the Review or Modify Carrier– Display Options screen (SM-A03-3) to indicate what type of information you want brought to the screen. However, if you enter qualifying parameters in order to see a list of carriers and transmit, the system will display a list of carriers on the Review/Select Carrier screen (SM-R01-1).

3.4.2.1 Specify Criteria for Carriers On this screen, you have two basic options: you can identify from one to three individual carriers by entering unique Carrier IDs, or you can have the system retrieve a group of carriers based on qualification criteria such as source, OPLAN, date range, and location that you specify.



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Figure 3-12. Specify Criteria for Carriers

- To review up to three single carriers, enter the Carrier ID(s) in the Carriers to Review field.
- To retrieve a list of carriers, identify the qualifying criteria/parameters of the carriers you want to retrieve. The system will display this list on a subsequent screen.

NOTE: In using the qualifying data, you are limiting the list of retrieved carriers to those that meet the parameters you identify.

Within each horizontal line of criteria, you are creating an "or" condition. For example, if you select both AMC and MSC as a source, the system will retrieve all carriers that are either from AMC or MSC.

Between the different lines of criteria, you are creating an "and" condition. For example, if you identify AMC as a source and OPLAN as 1234A, the system will retrieve only carriers that both are from AMC and support OPLAN 1234A.

When you transmit, you will be presented the Review/Select Carrier display. If you had specified individual carriers, only those carriers will appear on the display. If you used qualifiers, all the carriers that meet all parameters will be listed.

ENTERING DATA. All fields on this screen are optional, except for data type. You must identify that you want to see carriers based either on planned data or reported data. The default is planned data and the screen initially appears with that entry selected.

? HINT: All carriers are added to the database with planned data in the form of a scheduled itinerary. Therefore, if you wanted to see a list of all carriers in the database without any further limiting parameters, simply transmit this screen making any other entries.

CARRIERS TO REVIEW. Enter up to three valid Carrier IDs. Only these carriers will appear on the displayed list.

NOTE: You cannot identify individual carriers AND enter qualifying data. If you have entered one or more Carrier IDs and then start to enter any qualifying information below the line, the system will blank out the original Carrier IDs that you entered.

SOURCE

You may select one or more sources to limit the carriers to those sources. The valid sources are:

- AMC
- MTMC
- MSC
- Organic.

If choosing Organic, you may further limit the retrieval to one or more specific PROVORG or services. If you do not further qualify, then you will retrieve all carriers that are owned/provided by organizations other than USTRANSCOM components.

PROVORG This field will be active only if you select a source of Organic. You may limit the carriers to one specific providing organization. Type in the PROVORG code. This field has a view and select field level help listing the codes.

SERVICE This field will be active only if you select a source of Organic. You may limit the carriers to one specific service. Type in the service code. This field has a view and select field level help listing the codes.

OPLANS You may limit the carriers to those that support specific operation plans. You may enter up to five OPLANS and the system will only retrieve carriers that support the OPLANS you have specified.

SELECTION BASED ON. You must decide/indicate if you want the retrieval based on planned carrier information or reported (actual) information. The default will be planned and that toggle will be highlighted {CUI: field will have an "X"}. If you want the retrieval to be based only on reported data, select the Reported Data toggle.

NOTE: The type of data used will subsequently apply to other qualification criteria: date range, the location, allocation/manifest status, and change/diversion status. For example, if you select Reported Data and then specify location ABCD, the system will retrieve only carriers that have location ABCD in the reported (actual) itinerary; carriers with location ABCD in the scheduled itinerary but not in the reported itinerary will not appear in the list.

DATE RANGE You may limit the retrieval to a specific data and time range. When you qualify by a date range, you retrieve only carriers that have at least some part of the itinerary within the range specified. Enter both a "from" and a "to" date to set the range. Use your current format which is shown on the screen.

LOCATION You may limit the retrieval to carriers that have a specific location within their itinerary. When you identify a location you must also indicate if you want all carriers transiting that location, or if you want carriers that are only onloading or offloading at that location.

Enter one location in the current location format indicated on the screen. [GEO help is available on this field] Then, toggle one of the two options to indicate if you want "all carriers transiting" or "only carriers unloading/offloading" at that location.

ULN You may limit the retrieval to carriers that have a specific requirement allocated or manifested on them. Enter a ULN. It must be a ULN that is in an OPLAN listed on the screen. If you had not specified an OPLAN as a qualifier, the system will prompt you to enter an OPLAN in the first OPLAN field. This ULN field has a special field level ULN search help capability (see Section 3.1.4.5). Press F1 with the focus on this field.

ADDITIONAL QUALIFIERS. Using one or more of the four toggle selections at the bottom of the screen, you may then further limit the carrier retrieval to carriers as shown. Select any that apply:

NO ALLOCATIONS/MANIFEST. If you select this, you will retrieve only carriers that do not have either allocations or manifests.

ALLOCATIONS/MANIFESTS. If you select this, you will retrieve only carriers that have an allocation or a manifest.

NOTE: If you leave both of the above two items unselected, then all carriers that satisfy any other criteria will be retrieved, regardless of allocation or manifest status.

REMARKS. If you select this, you will retrieve only carriers that have remarks associated with them.

CHANGES OR DIVERSIONS. If you select this, you will only retrieve carriers that have a change or divert status associated with them.

SORT PARAMETERS. You may elect to have the retrieved list sorted by either carrier identification or chronologically by the earliest activity of the carrier. The default sort is by earliest activity. If you want to designate the sort criteria, select the toggle for your choice at the bottom of this screen.

When you have completed your choices/entries on this screen, press the ENTER TRANSMIT key or click with your mouse on the TRANSMIT button on the screen. If you have entered any erroneous data (e.g., nonexistent location code), established any illogical situations (e.g. from/to dates out of order), or not followed other logic (e.g., failed to select the type of activity at a location), the system will highlight the error and provide a message at the bottom of the screen. Once the errors, if any, are corrected, transmit again. The system will then retrieve the information and present you the Review/Select Carriers screen.

NOTE: Generally this retrieval should only take 5-15 seconds to appear. In some circumstances, if you have several different criteria, the retrieval time might be a little longer.

3.4.2.2 Review/Select Carrier. This screen is displayed when you exit the REVIEW/MODIFY CARRIER screen.

NOTE: This review/select screen is used in several other functions of S&M whenever groups of carriers can be displayed to the screen for your review and other actions. For example, you will encounter this review/select screen when using the ADD GROUP ALLOCATION or the ADD GROUP MANIFESTS function. See the sections pertaining to those functions.

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Figure 3-13. Review/Select Carrier

This is a display-only screen that lists a group of carriers based on the criteria you entered on the previous screen. This display offers a quick review of these carriers and also gives you an option to select any of them for further actions by activating the toggle selection in the View Detail field in the right-hand column. When you choose to view carrier details and then transmit the screen, you will then be presented the Review or Modify Carrier-Display Options screen to select the type(s) of further activity to be presented. After selecting your display options, each carrier you previously selected on this screen will be displayed, in turn, in the sequence in which they are listed on the screen.

CARRIER INFORMATION. This display contains the following carrier information:

CARRIER	- the carrier identification
SRC	- the source organization of the carrier (AMC, MTMC (for MTMC), MSC, or ORG (for organic))
S	- the Service code for the carrier source
P	- the providing organization for the carrier source
EARLIEST ACTIVITY	- the first activity in that carrier's itinerary
LATEST ACTIVITY	- the last activity in that carrier's itinerary
PLANNED ACTIVITY	- if there is scheduled information about the carrier, these columns will display an "X" under PLND ITIN if there is a scheduled itinerary and under ALC if there are allocations on the carrier. [Note: every carrier should have a scheduled itinerary.]

NOTE: Every carrier should have a scheduled itinerary.

REPORTED ACTIVITY	if there is reported (i.e. actual) information about the carrier, these columns will display an X under RPT ITIN if there is a reported itinerary and under MFST if there are manifests on the carrier.
OPLAN	displays the OPLAN associated with the carrier if there is only one, or "Mult" if more than one OPLAN.
C/D	Displays a C if there has been a change in the original information about the carrier from its original entry in the data base, or a D if the carrier has been diverted.

SELECTING CARRIERS. You have the option to choose any or all the carriers on this list for further review. If you want to select one or more carriers for more detailed review, select the View Detail toggle adjacent to those carriers.

You also have an option to choose all the carriers on the list at one time. Select the toggle at the bottom of the screen adjacent to "Select All Listed Carriers". When you select this, each of the "View Detail" toggles adjacent to the individual carriers will be activated.

You may also add individual carriers to this list that were not part of the initial retrieval. To do this, enter a valid Carrier ID in the "Additional Carrier" field at the bottom of the screen. The system will add this carrier to the end of the display. The carrier list will also be repositioned with that new carrier at the top of the scroll region with its "View Detail" toggle turned on..

? HINT: You can also use the "Additional Carrier" field to find a carrier on the list. When you enter a carrier ID that is already on the list, that carrier is then automatically displayed at the top of the scroll region. This is a useful technique if you have a particularly longlist of carriers but do already know specific carrier IDs that are of interest to you.

USER OPTIONS:

VIEW DETAIL. Select the toggle adjacent to the carrier(s) to be displayed.

SELECT ALL LISTED CARRIERS. Select this toggle to select all the carriers on the list. When you activate this toggle, all the select toggles in the list will become active. You can then individually "deselect" specific carriers if you wish.

ADDITIONAL CARRIER. Enter a carrier ID in this field and press the Tab key to enter a carrier onto the list that was not originally selected by your retrieval criteria. The system will place the carrier in the list and automatically activate the toggle for that carrier.

When you transmit the screen, if you selected to view carrier details you will be presented the Display Options menu. Otherwise, you will be returned to the main S&M menu.

3.4.2.2 Review or Modify Carrier-Display Options This screen is presented after you transmit from the Review/Select Carriers screen, when you have selected one or more carriers to view details.

On this screen you can identify what aspects of carrier information to be brought to the screen to review or modify. You can identify choices by selecting one or all of the following categories Itinerary, Allocations, Manifests, or Remarks. After you transmit this screen, the system will present a series of screens for each carrier, corresponding to the display choices you made.



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Figure 3-14. Review or Modify Carrier - Display Options

WHAT KIND OF INFORMATION IS DISPLAYED?

Carrier and Itinerary: This will present the Review/Modify Carrier Itinerary screen for the carrier. There is one itinerary screen per carrier. See section 3.4.2.3.

Allocation: You can choose one of three options. Depending on what you choose, this will present all the Add, Review, or Modify Allocated Requirements screens that meet the criteria specified. Each carrier will have an allocation screen for every combination of onload and offload locations in its planned itinerary. For example, if there is one onload location and two offload locations in an itinerary, there will be two allocation screens. See section 3.5.

Manifests: You can choose one of three options. Depending on what you choose, this will present all the Add, Review or Modify Manifested Requirements SM-M03 screens that meet the criteria specified. Each

carrier will have a manifest allocation screen for every combination of onload and offload locations in its reported itinerary. For example, if there is one onload location and two offload locations in an itinerary, there will be two manifest screens. See section 3.6.

Remarks:

This option will present the Add or Review Remarks screen appropriate for the mode of the carrier. There is one remarks screen for each carrier.

! CAUTION: Because of the expanded carrier information options that you have to look at this process can become cumbersome due to the potential number of displays. If you are reviewing several carriers that each have several onloads and offloads in their itineraries and you select all options (including "all allocations" and "all manifests"), the system will then present to you each carrier's itinerary, every allocation screen, every manifest screen, and the carrier's remarks screen, in turn, before proceeding to the next carrier. As an example, if you look at just two carriers, each with two planned and reported onload locations, there will be 20 separate screen displays. Selective viewing of carrier information may be the better option.

SELECTING DISPLAY OPTIONS:

You may choose any or all of the primary options listed to the right of the screen. Within the Allocations and Manifests options, you may only choose one of the three available suboptions listed. In using this function, you may also override your session default for the location format by making a format selection at the bottom of the screen.

CARRIER ITINERARY. Select this toggle to review each carrier's itinerary.

OPLAN This limits the allocation and manifest activity to TPFDD requirements associated with an OPLAN. You must enter a valid OPLAN ID and must have permissions to the plan.

ALLOCATIONS. Select only one option in this category. As you toggle one of the sub-options below to an on position, the system will automatically deselect any previous choice.

NOTE: Selection of any of these options will access the Add, Review or Modify Allocations functions. See section 3.5.2 for further information.

ALL ALLOCATIONS. Select this to review or modify all allocations for the selected carrier(s).

BY ONLOAD ____ OR OFFLOAD ____. Select this to indicate to review or modify all allocations for the selected carriers at either a specific onload or offload location. If you select this option you must enter at least one of the locations. With this option, the system will present you only the allocation screens that involve the listed onload or offload. The GEO help is available in the onload/offload fields.

BY ONLOAD ____ OFFLOAD ____ PAIR. Select this to review or modify all allocations for the selected carriers for only a specific Onload/Offload combination. If you select this option, you must enter both an onload and offload location. With this option, the system will present you only the one allocation screen that involves both the listed onload and offload. The GEO help is available in the onload/offload fields.

MANIFESTS. Select only one option in this category. As you toggle on one of the sub options below, the system will automatically deselect any previous choice.

NOTE: Selection of any of these options will access the Add, Review or Modify Manifest functions. See section 3.6.2 for further information.

ALL MANIFESTS. Select this to review or modify all manifests for the selected carrier(s).

BY ONLOAD ____ OR OFFLOAD ____. Select this to review or modify all manifests for the selected carriers at either a specific onload or offload location. If you select this option you must enter at least one of the onload/offload locations. With this option, the system will present only the manifest screens that involve the listed onload or offload. The GEO help is available in the onload/offload fields.

BY ONLOAD ____ OFFLOAD ____ PAIR. Select this to review or modify all manifests for the selected carriers based on a specific onload/offload pair. If you select this option you must enter both an onload and offload location. With this option, the system will present only the one manifest screen that involves both the listed onload and offload. The GEO help is available in the onload/offload fields.

REMARKS. Select remarks to review or add remarks for the carrier(s) selected.

SPECIFY LOCATION FORMAT. You have the option to specifically choose a location format code that you want to use while reviewing/modifying carriers. If this is different than your user session default, you will temporarily overriding your session default until you leave this review/modify carrier activity. Select the appropriate format to designate either the GEO, ICAO, or MILSTAMP format for this review/modify activity.

BUSINESS RULES:

1. An OPLAN number is required. The user must have permissions to the OPLAN.
2. The system will only permit actions appropriate to the user's functional permissions. For example, in order to add or modify carrier information, the user must have both TCC and update Permissions.
3. Only one of the three sub-options for allocations and manifests can be activated at one time.
4. The choice of location format will over-ride any user session default only during this specific activity. Once the user leaves this Review or Modify Carrier session, the user session default for location code is reactivated.

3.4.2.3 Review or Modify Itinerary The Review or Modify Itinerary screens provide the capability for a user to review the basic carrier and itinerary information. With appropriate functionh permissions, users can modify some of the carrier data and can add, change, or delete itineray information.

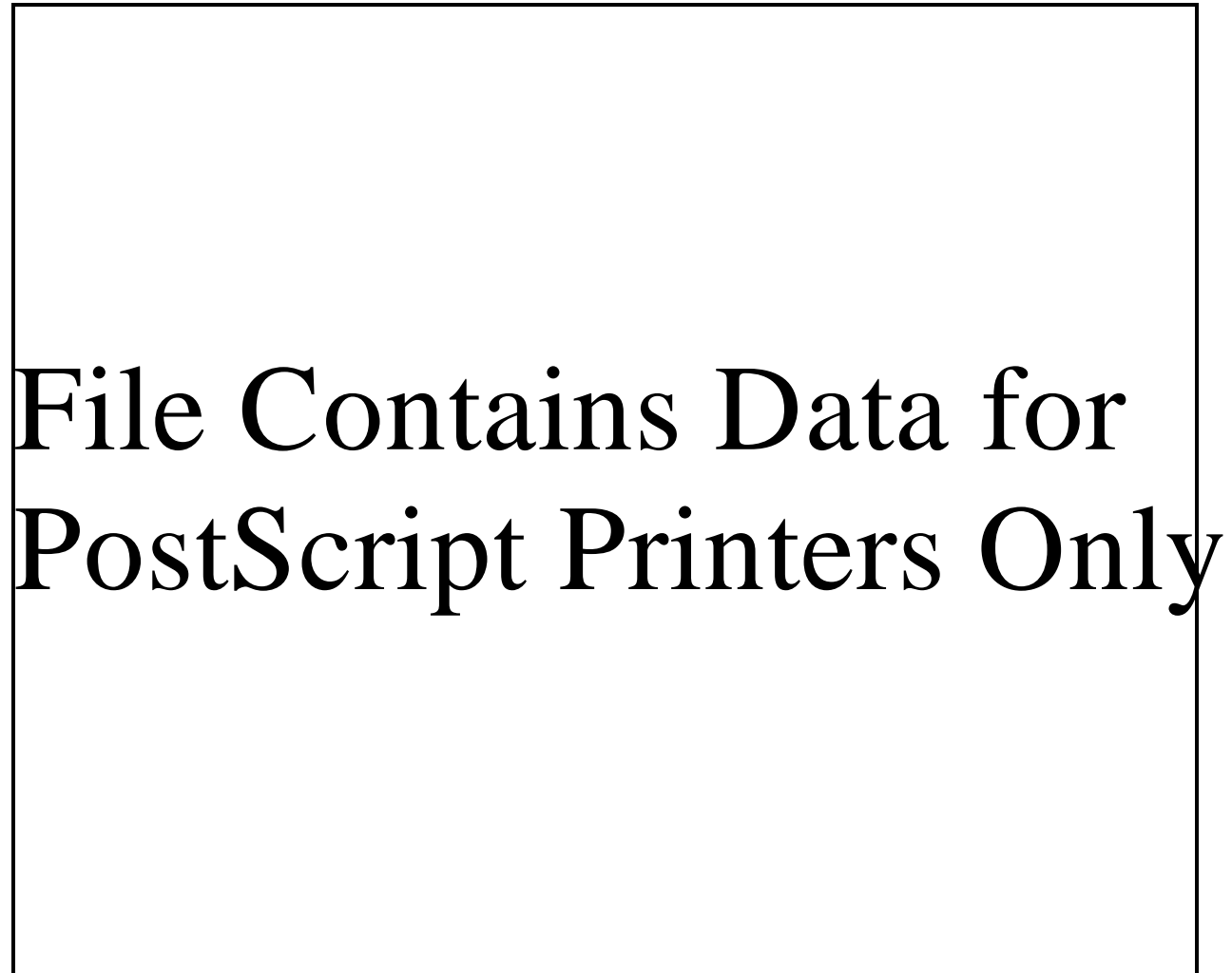


Figure 3-15. Review or Modify Carrier and Itinerary – Air.

All Review or Modify Carrier screens are structured similarly. The upper half of the screens is used to review or enter basic carrier information. The screens differ in this area by mode of carrier because the information for each mode has some differences. The lower half of the screen is where the itinerary information is displayed. This section of the screen is identical across all three modes.

Based on the mode of the carrier being reviewed, S&M will present the appropriate screen for the mode of carrier that you identified. The following screens are used in this function:

SM-A03-A	Figure 3-22
SM-A03-L	Figure 3-23
SM-A03-S	Figure 3-24

The Review or Modify Itinerary function is used in several ways:

To review planned and actual itinerary information in a side-by-side display for a single air carrier.

To change selected carrier information: configuration, ship name, IRCS, carrier type, and comment and maximum capacities.

To report actual movement of a carrier.

To add or change the scheduled or reported itinerary information.

NOTE: If you change any existing carrier information, the system will prompt you to enter a remark explaining the change. When you transmit the screen and if you have changed information, the system will automatically present you the Add or Review Carrier Remarks screen. The date/time of the change and your USERID is automatically recorded and becomes a part of that carrier's record. See Section 3-__ for more information about the Remarks function.

When this screen is presented, all pertinent carrier information will be displayed. At a minimum, all the information entered into the system at the time the carrier was created will be displayed.

CARRIER DATA. The upper half of the screen contains the basic carrier data:

The following carrier information is display only and cannot be changed on this screen:

CARRIER This is the unique identifier for this carrier in the database.

SOURCE The source was entered when the carrier was added to the database. It was one of the USTRANSCOM component commands (AMC, MTMC, or MSC) or Organic. The display will show one of the following:

- AMC - Air Mobility Command
- MTMC - Military Traffic Management Command
- MSC - Military Sealift Command
- ORG - Organic.

If the source is Organic, the system will also display the providing organization code and the service code for the carriers owning organization.

PROVORG and SERVICE. When the carrier is an Organic carrier, these fields will display the appropriate JOPES Providing Organization Code and service Code.

CREATE DATE. This is the date the carrier was originally created in S&M. If the carrier was initially loaded from an external system into S&M, this may be blank if the external system does not provide the data.

The following carrier information can be modified on this screen:

CONFIGURATION (air carrier only). If an air carrier, this field identifies how the aircraft is configured for its load. This is a free form entry and you may use codes appropriate for your type mission. You may change this data but this is a mandatory entry which you cannot leave blank.

SHIP NAME (sea carrier Only). For a sea carrier, this field is a free form entry. You may enter the name in a format appropriate for the type ship. You may change this data but this is a mandatory entry.

! CAUTION: Since the system does not edit the ship name, you may change it using any convention or truncating in a manner that is understandable to you. However, if you alter the name, for example by an abbreviation, the display of the name in later functions may not be recognizable by other users.

IRCS (sea carrier only). This is the ship's International Radio Call Sign. S&M does not edit this field. You may change this data but this is a mandatory entry. It cannot be blank.

CARRIER TYPE. You must enter the type of carrier. You may change this data but this is a mandatory entry. It cannot be blank. For air carriers, this will usually be the type of aircraft (e.g., C5, C141). For land carriers, this may be a generic type (e.g., "truck") or more specific (e.g., "lowboy"). For sea carriers, this may be the generic type, such as "RORO", or the more specific, the class of vessel.

? HINT: You should attempt to be consistent in the Carrier Type format. The system does not edit this field and recognizes any legitimate character, including spaces, as part of the type. Therefore, for example, C141, C 141, and C 141, are treated as different types in the database. If you were to retrieve carriers for display by Carrier Type C141, the system will only show those carriers with that exact string of characters.

COMMENT The comment field is an optional free form field in which you may enter general purpose information about the carrier. This comment field is routinely displayed whenever this carrier is displayed and can be used to provide additional carrier information of interest to all users. You may change this information or you may leave it blank, since it is an optional field,

MISSION ACL/CAPACITY: STONS, PAX, MTONS, SQFT, MBBLS. This is the load capacity of the carrier in terms of maximum number of passengers or amount of cargo. The capacity for air is identified as "allowable cabin load (ACL)". Carrier cargo capacities vary by carrier mode. Both air and land carriers use only short tons for cargo. Sea carriers may have up to three different cargo capacities: measurement tons, square feet, and/or barrels (expressed in 1000-barrel quantities). You may change any of the capacities, but there must be an amount in at least one ACL/Capacity field. The system edits to ensure that you have entered at least one capacity and that it is greater than zero.

NOTE: A ship's capacity can be shown in up to three different cargo types. These should be considered to each represent a discrete capacity for that ship. Therefore, if a ship has both an MTON capacity (usually for breakbulk cargo) and a SQFT capacity (usually for rolling stock), the two capacities, in aggregate, represent the total capacity of the ship. If a type of capacity is blank or zero, you will not be able to enter an allocation or manifest for requirements against that carrier in that type of cargo.

ITINERARY DATA. The carrier itinerary is shown in a two-sided display, planned information on the left and reported information on the right. You only work on one side or the other at any one time. The term "Planned Itinerary" refers to the "schedule" that the carrier is expected to follow. "Reported Itinerary" describes the actual or reported movement of a carrier.

NOTE: The terms Planned and Scheduled are often used interchangeably and are treated as synonymous in S&M. The terms Reported and Actual, are also used interchangeably and are treated as synonymous in S&M.

The term Allocation refers to the cargo or passenger load that is planned to be placed on a carrier, and allocations correspond only to locations in the Planned (Scheduled) Itinerary. In many organizations this might correspond to the load plan.

The term Manifest refers to the cargo or passenger load that is actually placed on a carrier and transported between two locations. Manifests correspond only to locations in the Reported (actual) Itinerary.

BASIC CONCEPT. The planned itinerary locations comprise the initial itinerary for the reported itinerary. Changes to the planned itinerary are always reflected on the reported side.

The reported itinerary may differ from the planned itinerary, i.e., carriers may actually travel

to locations not originally part of the schedule. Changes in the reported side are not reflected in the planned side.

Planned itineraries must always have complete information that follow logical rules. Reported information may arrive out of sequence and may not be complete.

A reported leg is only considered as having "actual" information when either an arrive or depart time is entered in the itinerary, if the location or stop code has been changed or deleted, or if a leg is inserted into the reported itinerary without a corresponding insert on the planned itinerary.

Users who manually enter carrier information are responsible for identifying to the system the correct itinerary sequences, both planned and reported, and maintaining a relationship between the two sides,

The planned itinerary may not be changed once there is actual information at or later than the corresponding leg in the reported itinerary.

To select the itinerary side to work with, select either "Planned itinerary" or "Reported itinerary" as appropriate. When you make this selection, the itinerary fields for the selected itinerary side will become active. Each side of the itinerary contains the following fields.

ACT	This is used to indicate what action (e.g., insert, delete, etc) you want to take on the specific line of the itinerary.
LOC	The location code associated with a line of the itinerary.
STP	The stop code for the location on that line in the itinerary.
ARRIVE	The scheduled or reported arrival time, as appropriate, for this carrier at the itinerary location.
DEPART	The scheduled or reported departure time, as appropriate, for this carrier at the itinerary location.

You can also review the "Totals Departing Station" for the side of the itinerary you are actively working, select the "Totals Departing Station" toggle. This will present you a pop-up display showing the itinerary and the following information:

C/D	This indicates if a Change (C) or Divert (D) remark exists for the carrier's itinerary leg.
-----	---------------------------------------------------------------------------------------------

TOTALS DEPARTING STATION. These fields display the total cargo and passenger amounts planned or reported as departing from the location on that itinerary line. These quantities are those total amounts on the carrier, including the onload and any enroute loads.

Planned Itinerary. The planned itinerary is initially the original schedule provided when the carrier was entered into the database. You may add, change or delete any of the planned itinerary legs as long as there have not been reported times or modified locations for that leg or subsequent legs in the

corresponding reported itinerary legs. All the fields are active, i.e., available to work in except those that are locked because of the presence of reported leg information.

The itinerary is a scroll region. When working in this scroll region only seven lines are displayed at a time. You can "scroll" up or down the region by using arrow keys or the function keys listed at the bottom of the screen.

The same functional rules apply in changing itinerary information as in entering a new carrier. If you change carrier information, at least two lines of itinerary information (one departure and one arrival) must remain. However, you may enter up to as many as 28 itinerary lines:

To edit planned itinerary information, place your cursor (via mouse or keyboard) on any active field and enter or change data. However, for other than simply changing data, the Act (action) block at the start of each itinerary line provides additional editing actions that can help you.

ACTION CODE Type in an action code and TAB from the field to initiate the specific action. This field has a field help that lists all valid codes and provides a select option. Action codes on the planned itinerary side may have an effect on the reported side as indicated below. The valid codes and their use are as follows:

I=Insert Used to insert a line of data at that point in the itinerary. When you press tab, the itinerary on the screen separates at that position of the scroll region to allow you to enter a new itinerary line.

D=Delete Deletes that entire line of itinerary data.

T=Calendar Calculate Indicates the points in the itinerary where the Calendar Calculator function should be invoked.

U=Undelete Undeletes the last itinerary line that had been deleted.

? HINT: The delete and undelete actions can be used as a cut and paste feature for the itinerary. The delete action deletes or "cuts" that specific itinerary line out, and the undelete "pastes" that same itinerary line back at whatever itinerary position the U action code was entered.

LOCATION The location (Loc) field is the GEOLOC of a planned stopping point in the carrier's itinerary. The location codes can be entered in one of three formats: GEOLOC ICAO, or MILSTAMP. GEOCODE is the system default and is the one that must be used unless you have specified a different location code format in your user session defaults, or on the Display Options screen. If you have identified either ICAO or MILSTAMP as your default format, then you must work in that code. The current location format is displayed at the bottom of the scroll region. This field has a field help that allows you to

search the GEOLOC data base and also provides a select capability.

STOP CODE

The stop code identifies the purpose of this itinerary stop. You must enter one of the valid stop codes below. The field help on this field lists all codes with a select capability.

- A - Airdrop
- B - Both Onload and Offload
- E - Enroute
- O - Onload
- P - Position
- R - Air Refuel
- T - Terminate
- U - Offload (Unload)

ARRIVE/DEPART. Each location in the planned itinerary must have either or both the planned arrival and departure times. The first location in an itinerary requires a departure time, but the arrival time is optional. The last itinerary location must have an arrival time, but the departure time is optional. All other itinerary locations must have both an arrival and a departure time.

S&M allows you to work in one of four time formats: zulu, relative, or two different julian formats. The system default is the zulu date-time group format (i.e., DDHHMMZMONYY). However, if you have specified a different time format in your user session defaults, then you must enter times using that format. The current date/time format is indicated at the bottom of the scroll region.

The system edits the itinerary for a chronologically correct sequence of times when you transmit the screen.

Reported Itinerary. The reported itinerary, before any changes are made or information entered, displays the locations and stop codes from the planned itinerary. As locations are added, deleted or changed on the planned itinerary, identical changes will be made on the reported side. These locations and stop codes may be changed but not deleted. If they are changed, this change represents "reported" information for this carrier and itinerary leg, and also "locks" the planned itinerary up to that leg preventing that planned itinerary information from further change.

NOTE: The reporting of actual movement times to S&M may not be in the sequence of how the movements actually occurred to reporting delays, communication failures, etc. Consequently, the system does not edit to ensure that all times are entered in order or that both arrive and departure times are shown for each location. The only time edit on the planned itinerary is that each time be chronologically correct based on its placement in the itinerary.

The concept of maintaining a relationship between the planned itinerary legs and the reported itinerary legs means that you must follow certain actions depending on the situation:

Carrier goes to a location that replaces a planned stop. Make a change to the location on the same itinerary line as the original planned stop that is being replaced. You do not need to enter an action code; just delete the existing location and re-enter the new reported location.

Carrier goes to a new location and then continues on its planned itinerary. Do an insert (action code "I") in the reported itinerary in the itinerary row where that new stop occurred. The insert will cause both the reported itinerary and the planned itinerary to open a new row. Then enter the appropriate location, stop code, and times (if available) in the reported itinerary. You will not make any entry in the planned itinerary at that row.

Carrier bypasses a planned location. Do nothing. The absence of any reported times indicates that the carrier did not stop at that location.

Carrier goes to two locations in reverse order from the planned itinerary. You do not need to change the planned itinerary. However, you cannot simply enter the times in the reported itinerary because the times will be out of sequence. Do the following while working on the reported itinerary:

First, insert an itinerary row before what had been the first planned stop. This will place a blank row across both side of the itinerary. Then enter in the reported (actual) location and arrival and departure times on this line for the actual first stop.

On the next itinerary line (for what had originally been the planned first stop of the two locations) enter the actual times for that location.

These actions will leave an open row on the planned itinerary side adjacent to the initial reported stop and a stop in the reported itinerary (at what had originally been the second stop) without times being reported.

The itinerary is a scroll region. When working in this scroll region only 7 lines are displayed at a time. You can "scroll" up or down the region by using arrow keys or the function keys listed at the bottom of the screen.

To edit planned itinerary information, you can place your cursor (via mouse or keyboard) on any active field and enter or change data. However, for other than simply changing data, the "Act" (action) block at the start of each itinerary line provides additional editing actions that can help you.

ACTION CODE Type in an action code and TAB from the field to initiate the specific action. This field has a field help that lists all valid codes and provides a select option. Action codes on the planned itinerary side may have an effect on the reported side as indicated below. The valid codes and their use are as follows:

I=Insert Used to insert a line of data at that point in the itinerary. When you press tab, the itinerary on the screen separates at that position of the scroll region to allow you to enter a new itinerary line. Both the planned and reported itineraries open a new row, but you can only work in the reported itinerary.

D=Delete Deletes that entire line of reported itinerary data. However, if there is a corresponding planned itinerary leg, the system will re-set the planned data into that row once you leave this screen and subsequently return to it.

T=Calendar Calculate Indicates the points in the itinerary where the Calendar Calculator function should be invoked.

U=Undelete Undeletes the last itinerary line that had been deleted.

? HINT: The delete and undelete actions can be used as a cut and paste feature for the itinerary. The delete action deletes or "cuts" that specific itinerary line out, and the undelete "pastes" that same itinerary line back at whatever itinerary position the "U" action code was entered.

LOCATION The location (Loc) field is the GEOLOC of a planned stopping point in the carrier's itinerary. The location codes can be entered in one of three formats: GEOLOC/ICAO, or MILSTAMP. GEOLOC is the system default and is the one that must be used unless you have specified a different location code format in your user session defaults, or on the Display Options screen. If you have identified either ICAO or MILSTAMP as your default format, then you must work in that code. The current location format is displayed at the bottom of the scroll region. This field has a field help that allows you to search the geographic code data base and that also provides a select capability.

STOP CODE The stop code identifies the purpose of this itinerary stop. You must enter one of the valid stop codes below. The field help on this field lists all codes with a select capability.

A – Airdrop

B – Both Onload and Offload
 E – Enroute
 O – Onload
 P – Position
 R – Air Refuel
 T – Terminate
 U – Offload (Unload).

ARRIVE/DEPART. Enter the actual times reported for the movement of this carrier. S&M allows you to work in one of four time formats: zulu, relative, or two different julian formats. The system default is the zulu date-time group format (i.e., DDHHMMZMONYY). However, if you have specified a different time format in your user session defaults, then you must enter times using that format. The current date/time format is indicated at the bottom of the scroll region.

The system edits the itinerary for a chronologically correct sequence of times when you transmit the screen.

Once you have completed reviewing or modifying the information about the carrier and the itinerary, transmit the screen by clicking on the transmit button with your mouse, or pressing the ENTER key on your keyboard. The system then does an edit check against any changes that have been made or new information entered to ensure that all mandatory fields have been entered, that the data is valid for those fields that have logical values, and that the itinerary timing is properly sequenced. If the system detects an error, the field in error is highlighted in yellow (or reverse highlighted) and an error message is displayed at the bottom of the screen. You must correct errors before the system will allow you to proceed. If there is more than one error, the system will proceed to each error in turn as you make your corrections. Once all edit checks have been passed, the database is updated and the appropriate transactions are generated.

BUSINESS RULES:

1. Regardless of the location format used in either itinerary (GEO, ICAO, MILSTAMP), a valid GEOLOC must exist in the reference file.
2. For itinerary stop codes, any "O" (Onload) or "B" (Both onload and offload) must be followed by at least one "U" (Unload/Offload) stop; any "U" (Unload/Offload) or "B" (Both onload and offload) must be preceded by at least one "O" (Onload) stop.
3. For the planned itinerary, the arrival time is not required for the first line of the itinerary departure time is not required for the last line of the itinerary. All times must be in chronological order.
4. No itinerary legs may follow a leg containing a Terminate (T) stop code.
5. All cargo/passenger capable carriers must have an ACL/capacity for at least one of the capacity

types.

6. Planned itinerary information cannot be changed if there is reported itinerary information for that leg or for a subsequent leg in the itinerary.

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Figure 3-16. Review or Modify Carrier and Itinerary—Land

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Figure 3-17. Review or Modify Carrier and Itinerary—Sea.

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3.4.2.4 Add or Review Remarks. This screen is displayed whenever you modify an air carrier, or if you choose the remarks block on the display options screen. The screen presents basic carrier information and all remarks associated with a specific carrier.

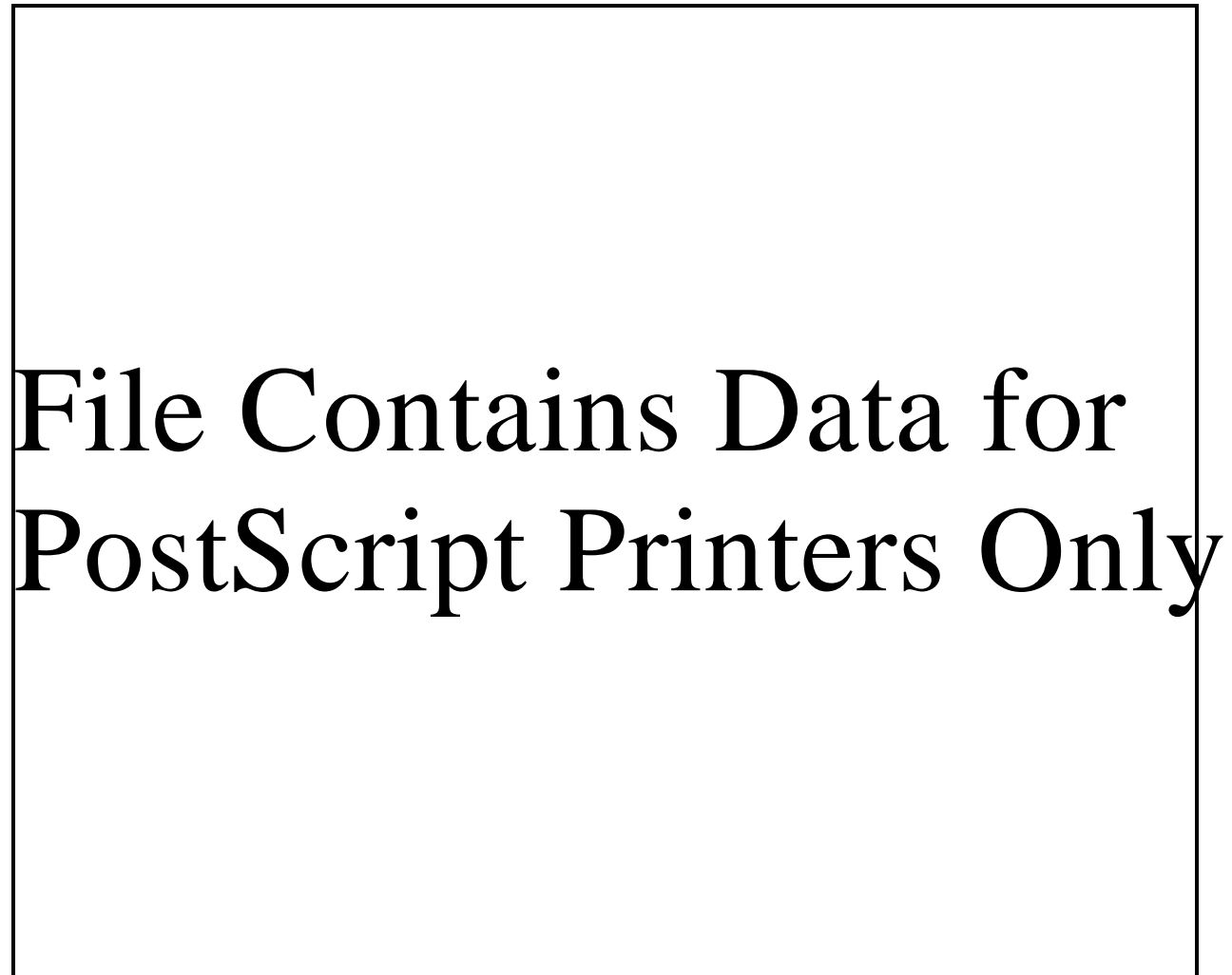


Figure 3-27. Add or Review Remarks – Air

All Add or Review Remarks screens are structured similarly. The upper half of the screen is used to enter basic carrier information. The screens differ in this area by mode of carrier because the information for each mode has some differences. The lower half of the screen is where the remarks information is displayed. This section of the screen is identical across all three modes.

Based on the mode of the carrier being reviewed, S&M will present the appropriate screen for the mode of carrier. The following screens are used in this function:

SM-A06-A	Figure 3-25
SM-A06-L	[Not Included. Format is the same as Figure 3-25]
SM-A06-S	[Not Included. Format is the same as Figure 3-25]

Remarks are shown below the carrier information in inverse chronological order, with the most recent remarks at the top. This is a scroll region, and only four remarks are displayed at any one time. However, each carrier may have an unlimited number of remarks, and you can scroll through the remarks by using the FUNCTION keys at the bottom of the screen, or by moving the cursor down the list of remarks with an ARROW key or TAB key. As you ARROW or TAB past the bottom-most remark, subsequent remarks on the list will move into the display region.

Each remark shows the remarks code, the date the remark was created, the user identification of the individual who entered the remark, and the text of the remark. Each remark can be a two line entry consisting of a total of 105 characters. Old remarks can not be modified, and they can not be deleted unless the carrier itself is deleted from the database.

If you entered this screen after having changed carrier information, the top-most remark will automatically enter the remarks code, the current date and time, your user identification code, and a generic statement that the carrier information has been changed. At this time you can change to a different remark code, and you can edit the text of the remark to clarify the nature of the change. When you exit this screen, either by transmit, or through a FUNCTION key, the remark is entered in the database and can not be modified later.

Regardless of how you enter this screen, you can add new remarks by entering an A in the ACT field. The software will generate a new date and show your USERID. At this time, you can enter a remark code and text. When you transmit the screen, this remark is entered in the data base and can no longer be modified. However, if you use a FUNCTION key (F10, F11 or F12) to exit the screen, you have the option to not add the new remark into the data base.

The carrier information fields in the top half of this screen are not modifiable:

The following remarks fields in this screen are not modifiable:

DATE The date the remark was created.

USER ID The USERID of the creator of the remark, or of the user who changed carrier information for which this remark was created.

REMARKS TEXT (Previously entered). Clear text remarks previously entered for this carrier.

Use the following fields to enter new remarks:

ACT Enter action code A and press the TAB key add a new remark. When you tab, a new remarks line will be available with the current date/time and your USER ID listed.

RMK Enter a Remarks code to identify the type of remark. The following codes may be used:

- C, Change Carrier. Used to indicate any change to carrier or itinerary, other than a divert.
- D, Divert Carrier. Used to indicate a carrier diversion.

NOTE: A diversion is a change in a carrier's planned itinerary in which the actual arrival location is changed, AFTER the carrier has departed its previous location.

- L, Lost Carrier. Used to indicate that a carrier has been destroyed through battle damage or other causes.
- R, general Remark. Used for any general purpose remark about the carrier.

REMARKS TEXT. Enter the remarks as appropriate. This is free-form text, up to 105 characters.

BUSINESS RULES:

1. Previous remarks may not be deleted or modified.
2. Whenever carrier information has been changed, a new Remark will be generated for the carrier to document the date/time of the change and the user ID of the person making the change. When a change to carrier information is made in other functions (e.g., REVIEW/MODIFY CARRIER; ADD/REVIEW, MODIFY ALLOCATIONS, etc), the system will present this Add or Review Remarks screen. The screen will display a new remarks line with the current date/time listed, the current user's USERID, and a generic remark "This carrier has been changed." The user can modify the text of the remark to identify the nature of the change but may not prevent the remark record from being added to the database.

3.4.3 Add, Review, or Modify Supported Oplans

Each carrier entered into the S&M database is associated with at least one OPLAN. In S&M however, carriers may be identified as providing support for more than one plan. The importance of what plans a carrier supports relates to the allocation and manifesting of requirements. In order for a TPFDD requirements to be allocated or manifested to a carrier, that carrier must support the TPFDD's OPLAN. The assignment of a carrier to a specific OPLAN does not restrict any user from viewing the carrier's basic carrier information and itinerary. However, appropriate permissions to a supported OPLAN are required in order to review or change allocations or manifests.

The add, review, or modify supporting OPLANs function allows users to update the OPLAN information for one or several carriers. If working with a single carrier, supporting OPLANs can be added or deleted. If working with a group of carriers, supporting OPLANs can only be added.

TO SELECT THIS FUNCTION:

USING THE MENU: From the basic menu, select "Carrier OPLAN Support" with either your mouse or keyboard.

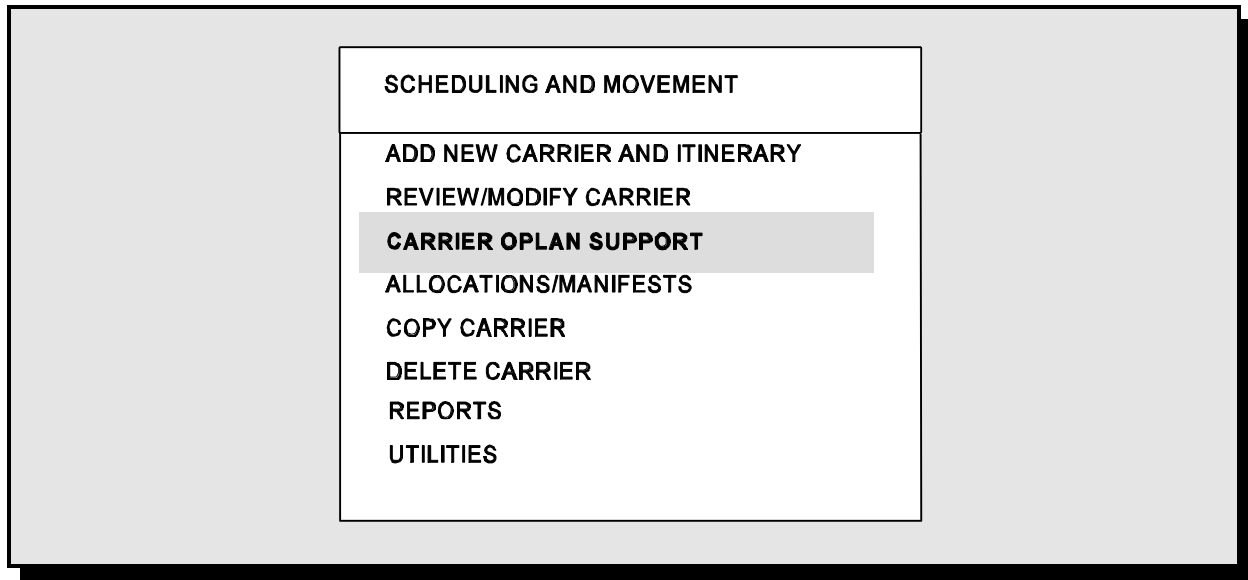


Figure 3-28. Add, Review, Modify Supported OPLANs Menu.

USING RAPID NAVIGATION Type the four letter RN code on the Command Line to proceed directly to the Add, Review or Modify Supported OPLAN function: **RMSO**.

3.4.3.1 ADD, REVIEW, OR MODIFY SUPPORTED OPLANS QUALIFICATION After leaving the main menu, the first screen will be the multi-purpose carrier qualification screen, Specify Criteria For Carriers, (SM-R00-1). You can identify up to three carrier IDs whose OPLAN information you want to review or change, or specify qualification criteria to retrieve a list of carriers from which you can choose. See Section 34.2 for additional information about carrier qualification. After you enter the carrier ID(s) or carrier qualifications and transmit, the system will present you the Review/Select Carriers screen (SM-R01-1). On the Carrier Selection screen, choose the toggle(s) adjacent to the carrier(s) whose OPLAN information you want to review or change.

If you choose only one carrier, when you transmit the Review/Select Carriers screen, you will be presented the Add, Review or Modify Supported OPLANs detail screen.

If you choose more than one carrier, when you transmit the Review/Select Carriers screen, you will be presented the Add Supported OPLANs for Multiple Carriers screen.

? HINT: When you enter specific carrier IDs on the first qualification screen, you will still be presented the Review/Select Carriers screen with those carriers on the display list, even if it is only one carrier. However, the select toggle for this carrier/these carriers will already be turned on. If you want to move directly to the Supported OPLAN screen, simply press your ENTER key or click on the Transmit button on the screen to move on to the next screen.

BUSINESS RULES:

1. Users will only be able to work with OPLANs to which they have permissions.
2. Adding, changing, or deleting supported OPLANs requires TCC and Update permissions.
3. The deletion of the last supported OPLAN for a carrier will also delete the carrier if that carrier does not have a reported itinerary or manifests. If there is a reported itinerary or a manifest, the user will not be allowed to delete the last supported OPLAN for a carrier.

3.4.3.2 ADD, REVIEW, OR MODIFY SUPPORTED OPLANS The Add/Review, Modify Supported OPLANs screens (Figure 3-26) provide the capability for a user to add, delete, or review the supported OPLANs for a single carrier. All Add, Review or Modify Supported OPLANs screens are structured similarly. The upper half of the screen displays basic carrier information, that is not modifiable. The screens differ in this area by mode of carrier because the information for each mode has some differences. The lower half of the screen is an eight-row scroll region that lists the OPLANs. This section of the screen is identical across all three modes. When this screen is displayed, all OPLANs to which you have permissions will be listed.

From the Review/Select Carriers screen, S&M will present the appropriate screen for the mode of carriers that you identified. The following screens are used to add, review or modify supported OPLANs:

SM-A07-A	Figure 3-27
SM-A07-L	[Not included here. Format is the same as Figure 3-27]
SM-A07-S	[Not included here. Format is the same as Figure 3-27]



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Figure 3-29. Add, Review, or Modify Supported OPLANS.

ENTERING OPLAN INFORMATION:

This screen displays a list of all OPLANS which are supported by the qualifying carrier. You can delete an or add an existing OPLAN linkage or create linkage to a new OPLAN on this screen.

ACT

Enter an action code to delete or add a supported OPLAN.
Valid entries are: A (Add) or D (Delete).

When you use the delete code and press TAB, that OPLAN will be removed from the list. After you transmit the screen, the system will present you an opportunity to confirm the action before the change is transmitted to the database.

OPLANS

If adding a supported OPLAN, enter a OPLAN ID. The OPLAN Help pop-up is available by pressing F1 while the cursor is on this field.

! CAUTION: The deletion of a supported OPLAN from a carrier will delete all allocations on that carrier belonging to that OPLAN. If you have deleted this carrier's support for one or more OPLANs and transmitted the screen, you will be presented the an opportunity to confirm the action. After you confirm this action, the database will be updated.

3.4.3.3 Add Supported Oplans for Multiple Carriers The Add Supported OPLANs for Multiple Carriers screen (Figure 3-28) provides the capability to add supported OPLANs for more than one carrier at a time. The screen differs from the screen used for a single carrier in that there is no carrier information and the only action that a user can take is to add supported OPLANs. Any action to delete OPLANs can only be done for one carrier at a time. The lower half of the screen is an 8-row scroll region that will be empty when it first appears. Users can add PIDs to the list and, when the screen is transmitted, the carriers previously selected will have these OPLANs added as Supported OPLANs.



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Figure 3-30. Add Supported OPLANs for Multiple Carriers.

From the Carrier Select screen, S&M will present this screen if you had selected more than one carrier.

ADDING SUPPORTED OPLANs:

All the fields in the OPLAN column are active until you enter data. Therefore, gain focus on a

field in this column and type in the PID that you want to add as a supported plan. If you only want to enter one plan, type in that plan and transmit the screen. The database will be updated. If you want to enter several plans, the system will auto-TAB from each OPLAN field to the next active field which will be the action column in the next line. TAB or gain focus on the next OPLAN field to continue the entering OPLANs. You do not need to use the Action codes to just enter OPLANs.

ACT Use the action code to delete the a previously entered OPLAN ID from the list. Enter a "D" and press TAB. That OPLAN will be removed from the list.

NOTE: The delete action code on this screen is only an edit feature for correcting this list. It does not delete Supported OPLANs.

OPLANS To add a supported OPLAN, enter a OPLAN ID. The OPLAN Help pop-up is available by pressing F1 while the cursor is on this field.

When you transmit this screen, the listed OPLANs will be added as a supported OPLAN for those carriers that you had selected. If there is an OPLAN on this list that was already a supported OPLAN for one of the selected carriers, the system does not make that change for that carrier, but other OPLANs will be added.

3.4.3.4 Modify Supported Oplans Confirm This screen is displayed when a user transmits the Add, Review, or Modify Supported OPLANs screen and any supported OPLAN is marked for deletion by the user. The user confirms deletion of the OPLANs and associated allocations on this screen prior to the actual deletion taking place. Once you confirm the action, all allocation records for the carrier and OPLAN displayed are deleted from the database. You must enter a "C" at the bottom of the screen to confirm the action and then transmit the screen. If you do not want to confirm the deletion process, press transmit without entering a "C" and you will be returned to the previous screen.



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Figure 3-31. Modify Supported OPLAN Confirm.

The following carrier information is display-only and cannot be changed on this screen:

- | | |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CARRIER | This is the unique identifier for this carrier in the database. |
| SOURCE | The source will that entered when the carrier was added to the database. It will be either one of the USTRANSCOM component commands (AMC, MTMC, or MSC) or Organic. The display will show one of the following: |

- AMC
- MTMC
- MSC
- ORG.

If the source is Organic, the system will also display the providing organization code and the service code for the carriers owning organization.

PROVORG and SERVICE. When the carrier is an Organic carrier, these fields will display the appropriate JOPES PROVORG code and service code.

OPLANS The PIDs on the Add/Review, Modify Supported OPLANS screen that were marked for deletion. A system edit will be performed to ensure you have the appropriate permission to the OPLAN before deletion is permitted.

ALC This column displays an X next to each OPLAN for which the carrier has allocated requirements. If you confirm the deletion process, then all allocations for the carrier will be deleted from the database.

TO CONFIRM THE ACTION

To have the system continue with the deletion, enter a C at the bottom of the screen. Then transmit the screen, by pressing ENTER or using the transmit button on the screen.

3.4.4 Copy Carrier

S&M allows the user to clone (copy) a single carrier (i.e., create a new carrier in the database from an already existing carrier) and its planned itinerary. Users can generate up to nine new unique carrier IDs with the same source, providing organization and service codes as the carrier from which they are cloned. Generally, all carrier data for these new carriers will be the same as for the original carrier. Users have additional options:

- Where allocations exist for the original carrier, copy these allocations to the new carriers
- Designate a new primary supporting OPLAN for the new carriers
- Delete the original carrier after the new carriers are created
- Increment or stagger itinerary times for each new carrier by a specified time value (days, hours, minutes).

NOTE: You can copy a carrier that has reported information (movements, manifests) but only that carrier's planned information will be copied to the new carrier(s).

TO SELECT THIS FUNCTION:

USING THE MENU: From the basic menu, select COPY CARRIER with either your mouse or keyboard.

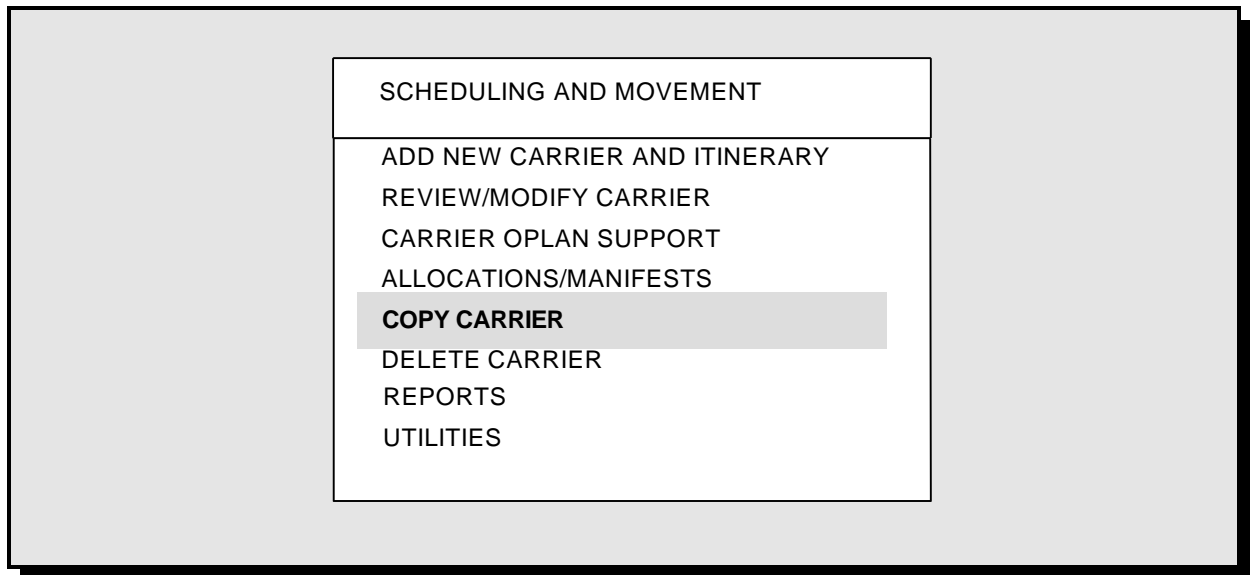


Figure 3-32. Copy Carrier Menu.

USING RAPID NAVIGATION: Type the four digit RN code on the Command Line to proceed directly to the COPY CARRIER function: **COPY**.

From the menu selection or the RN entry, S&M will present you the Copy Carrier screen, SM-C01-1 (Figure 3-31).



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Figure 3-33. Copy Carrier.

On this screen you specify the carrier that you want to copy and designate up to nine new carrier identifications that will become the copied carriers. You also identify your preferences to copy allocations, delete the original carrier from the database, or provide incremented times from the original carrier.

USER INPUT

FROM CARRIER. Enter the ID of the carrier to be cloned (source carrier). The system automatically displays the carrier's source, its PROVORGcode, and Service code, none of which can be changed on this screen. The system will prompt you if the carrier does not exist in the database.

TO CARRIER. Enter up to nine different carrier identifications that you want to be created. These Carrier IDs must be unique to the database, i.e., they must not already exist in the database.

You have three further options:

PRIMARY SUPPORTING OPLAN. Enter a DID if you want the new carriers to support only a single OPLAN. If left blank, the new carriers will be assigned the same set of supporting OPLANs as the original carrier. Using this field provides two capabilities:

- To limit the new carriers to one OPLAN from those of the original carrier.
- To designate an entirely new supporting OPLAN that differs from any of those supported by the original carrier.

COPY ALLOCATIONS. Use this field to indicate if you want to copy allocations of the source carrier to the new carrier(s).

? HINT: The copy carriers with the copy allocation feature is a method to rapidly build carriers in the database and to create allocation records for large ULNs. You can then return to the copied carriers to adjust the allocations if necessary.

! CAUTION: Indiscriminate use of the copy allocation may create either a false deployment status picture or an "Over-allocation" situation in which individual requirements reflect planned movements that are not valid. Any copying of allocations should be accompanied by a subsequent tailoring of the allocations or review of the allocations to confirm accuracy.

DELETE ORIGINAL CARRIER AFTER COPY. Use this field to indicate if you want to delete the source carrier after the copying is completed. If you select this option, you will be provided a delete carrier warning which requires your confirmation after you transmit this screen.

INCREMENT CARRIER'S PLANNED ITINERARY. Use this to indicate if the new carrier itineraries should be sequentially incremented by a specified number of **DAYS** and/or **HOURS**, and/or **MINUTES**. When you make an entry here, each carrier has an itinerary that has itinerary dates and times that are advanced forward by the amount(s) you enter here. The first new carrier is incremented

by this amount from the original carrier. Each subsequent carrier is then incremented by a like amount of time from the preceding cloned carrier.

BUSINESS RULES:

1. New carrier IDs must be unique and cannot already exist in the database.
2. Copying allocations from the original carrier to new carriers can produce an over-allocation for the requirements being copied. The system does not prevent the over-allocation.
3. The original carrier cannot be deleted if there is a reported itinerary or manifests for that carrier.
4. Incrementing times from the original carrier's itinerary is done sequentially for each new carrier. The first new carrier's itinerary is adjusted by the specified amount of time from the original carrier. Each subsequent new carrier in the list will have its itinerary adjusted, by the specified amount of time, from the carrier immediately preceding it on the list.

When you transmit the Copy Carrier screen, the system will add the new carriers to the database. You will then automatically be moved to the Review or Modify Carrier function (see Section 3.4.2 to allow you to make any adjustment to the new carriers that might be appropriate or necessary. The next screen that will appear is the Select Carrier screen, SM-R01-1, with all the new carriers listed on the display. You can select choose any or all of these carriers, and then continue on with all Review or Modify capabilities including carrier, allocation and manifesting functions.

3.4.5 Delete carrier

The Delete Carrier function is used to remove carriers from the database. You have the capability to identify up to 12 individual carriers for deletion. After you transmit the delete action, the system presents you a confirmation screen that lists the OPLANs that the carrier(s) support and indicates if there are any allocations or manifests for that carrier

TO SELECT THIS FUNCTION:

USING THE MENU: From the basic menu, select **DELETE CARRIER** with either your mouse or keyboard.

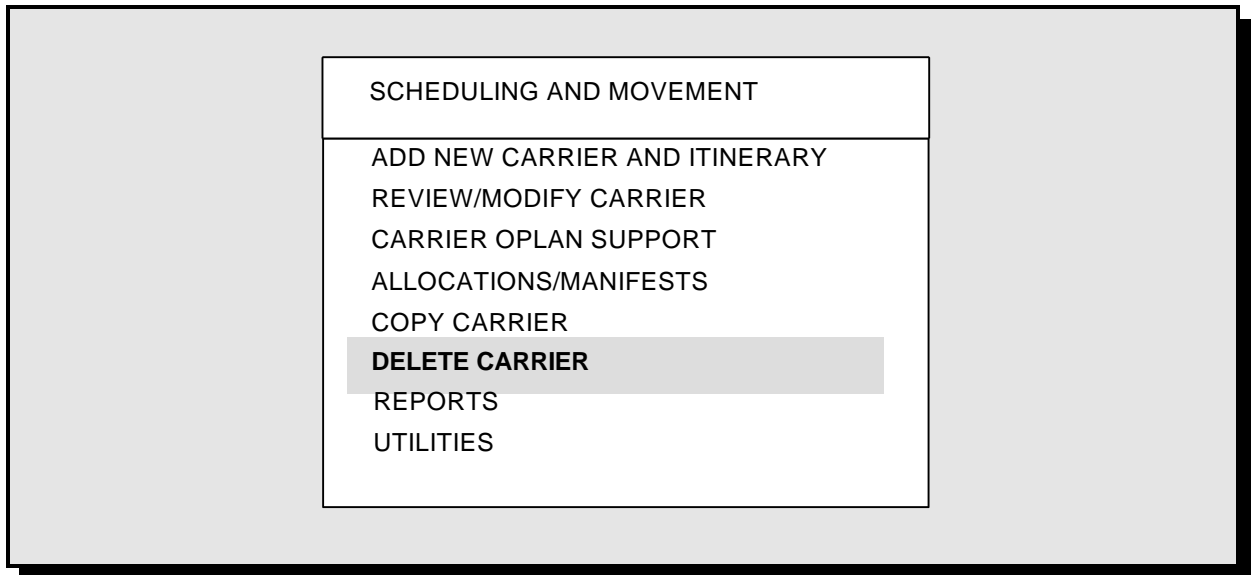


Figure 3-34. Delete Carrier Menu.

USING RAPID NAVIGATION: Type the four digit RN code on the Command Line to proceed directly to the **DELETE CARRIER** function: **DELE**.

The Delete Carrier screen allows the user to delete individual carriers from the database. This screen is followed by the Delete Carrier Warning screen on which the user can confirm the deletion.



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Figure 3-35. Delete Carrier Identification.

USER INPUT.

ENTER CARRIER IDENTIFICATION. Enter up to 12 individual Carrier IDs. The system prompts you if the carrier does not exist in the database.

After you transmit the Delete Carrier screen, you will be presented with the Delete Carrier Warning screen that identifies OPLANs that the carrier supports. If you then confirm that the Carrier ID displayed is to be deleted, the carrier record, associated itinerary, allocations, and manifests will be deleted from the database.

3.4.5.1 Delete Carrier Warning. The Delete Carrier Warning screen is presented as a result of transmitting the Delete Carrier screen. This screen displays the supported OPLANs and an indication if the carrier has allocations or manifests for that OPLAN. If you still want to delete the carrier, then you must enter a C in the To Confirm the Deletion field.



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Figure 3-36. Delete Carrier Warning.

If you confirm that the Carrier ID displayed is to be deleted, the carrier record, associated itinerary, allocations, and manifests, will be deleted from the database.

If you decide that the Carrier ID displayed should not be deleted and press ENTER, then the Delete Carrier screen will be redisplayed with all original entries intact.

The following carrier information is display-only and cannot be changed on this screen:

CARRIER	This is the unique identifier for this carrier in the database.
OPLANS	This is a list of the PID(s) that the carrier identified for deletion supports.
ALL/MAN	This column indicates if there are allocations or manifests on this carrier for the adjacent OPLAN. The following entries may be in this column:

- A, Allocations exist
- M, Manifests exist
- B, Both allocations and manifests exist.

TO CONFIRM THE DELETION

Once you review this information you can confirm that the carrier should be deleted by entering C in the confirmation block at the bottom of the screen and transmitting the screen. If you decide to not delete this carrier, simply transmit the screen without entering the C.

! CAUTION: It is possible to delete carriers that already have reported movement or actual manifests. The entry of the C to confirm the deletion means that you are aware of the status of the carrier.

BUSINESS RULES:

1. Users must have TCC and update functional permissions and permissions to all the carriers' supported OPLANs.
2. A carrier can be deleted even if it has reported itinerary legs or manifests. The user confirmation action validates the delete action.
3. If there are manifests and the deletion is confirmed, status flags will be reset to indicate the new corrected status.